SOUTHERN CALIFORNIA

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MEETING OF THE

TRANSPORTATION CONFORMITY WORKING GROUP

Tuesday, January 30, 2007
10:00 a.m. – 12:00 p.m.

SCAG Offices
818 West 7th Street, 12th Floor
Conference Room San Bernardino
Los Angeles, CA 90017
213.236.1800

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Jonathan Nadler at 213.236.1884 or nadler@scag.ca.gov

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.

Transportation Conformity Working Group

AGENDA

			PAGE #	TIME
1.0	CALL TO ORDER	Jennifer Bergener, OCTA		
2.0	PUBLIC COMMENT PERIOD **Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must fill out a speaker's card prior to speaking and submit it to the Staff Assistant. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes.**			
3.0	CONSENT CALENDAR			
	3.1 Approve Minutes of November 28, 2006 Meeting **Attachment**		1	
4.0	INFORMATION ITEMS			
	4.1 RTIP Update	**Rosemary Ayala, SCAG**		**5 minutes**
	4.2 RTP Update	**Naresh Amatya, SCAG**		**5 minutes**
	4.3 TCM Update	**Jonathan Nadler, SCAG**		**15 minutes**
	4.4 AQMP Update	**SCAQMD, SCAG**		**45 minutes**
	4.5 Review of PM Hot Spot Interagency Review Forms **Attachment**	**TCWG Discussion**		**30 minutes**

Transportation Conformity Working Group

AGENDA

		PAGE #	TIME
5.0	CHAIR'S REPORT		5 minutes
6.0	INFORMATION SHARING		5 minutes
7.0	ADJOURNMENT		

The next meeting of the Transportation Conformity Working Group will be on Tuesday, February 27, 2007 at the SCAG office in downtown Los Angeles.

TRANSPORTATION CONFORMITY WORKING GROUP
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS'

November 28, 2006
Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION CONFORMITY WORKING GROUP. AN AUDIOCASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation Conformity Working Group held its meeting at the SCAG office in Los Angeles.

In Attendance:

Naresh Amatya	SCAG
John Asuncion	SCAG
Jennifer Bergener	OCTA
Keith Cooper	Jones & Stokes
Sheryll Del Rosario	SCAG
Lori Huddleston	LA MTA
Jessica Kirchner	SCAG
Margery Lazarus	City of Moreno Valley
Ken Lobeck	RCTC
Betty Mann	SCAG
Maria Martin	City of L.A. PWD
Jonathan Nadler	SCAG
Sylvia Patsaouras	SCAG
Dan Phu	Parsons
Lisa Poe	SANBAG
Eyvonne Sells	AQMD
Arnie Sherwood	ITS Berkley/SCAG
Jay Shih	CRA/LA
Carla Walecka	Transportation Corridor Agencies

Via Teleconference:

Mike Brady	Caltrans Headquarters
Ben Cacatian	Ventura County APCD
Paul Fagan	Caltrans District 8
Tony Louka	Caltrans District 8
Jean Mazur	FHA
Dennis Wade	CARB
Andrew Yoon	Caltrans District 7

TRANSPORTATION CONFORMITY WORKING GROUP
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS'

November 28, 2006
Minutes

1.0 CALL TO ORDER

The Honorable Jennifer Bergener, Chair, called the meeting to order at 10:07 a.m.

2.0 PUBLIC COMMENT PERIOD

There were no public comments.

3.0 CONSENT CALENDAR

3.1 Approval Item

5.1.1 Approve October 24, 2006 Meeting Minutes

MOTION was made to APPROVE the minutes. MOTION SECONDED and UNANIMOUSLY APPROVED.

4.0 INFORMATION ITEMS

4.1 RTIP Update

John Asuncion, SCAG, stated that the RTIP was approved by the Federal Agencies earlier in October. SCAG also received approval for the conformity determination for the RTIP, as well. The County Commissions are currently working on their amendment for the 2006 RTIP which will be forwarded to SCAG staff on December 3rd.

4.2 RTP Update

Naresh Amatya, SCAG, provided an update of the Administrative Modification. The purpose of the Administrative Modification is to identify and describe areas where the current RTP (and ancillary documents including the PEIR) either meets or exceeds the SAFETEA-LU requirements and areas where the current RTP is being supplemented to meet the requirements. The Administrative Modification intends to bring the 2004 RTP into compliance with the planning requirements of SAFETEA-LU, which was enacted subsequent to SCAG's adoption of the 2004 RTP. SAFETEA-LU extends the RTP update cycle from three to four

years for metropolitan planning areas that are designated as nonattainment or maintenance.

4.3 Review of PM Hot Spot Interagency Review Forms

The TCWG considered eight interagency review forms to determine whether the projects were of air quality concern and required a qualitative PM Hot Spot analysis. The review concluded the following:

ORA000195: PM 2.5 analysis not applicable for this project change
RIV000103: Not a POAQC – hot spot analysis not required
LA996415: Not a POAQC – hot spot analysis not required
LA996134: Not a POAQC – hot spot analysis not required
LAE2198: Not a POAQC – hot spot analysis not required
SBD20018: Not a POAQC – hot spot analysis not required
SBD44810: Not a POAQC – hot spot analysis not required
RIV011211: Not a POAQC – pending further discussion with FTA

4.4 Review of Qualitative PM Hot Spot Analysis

No review provided this month.

4.4 PM Hot Spot Process

TCWG members continued discussion on how to improve the PM hot spot interagency review process. This will be an on-going discussion item as needed.

4.6 TCM Update

Tony Louka, Caltrans, provided an update of the SR-60 HOV Lane Replacement Project. Caltrans is proposing to convert an existing full time HOV lane to a part time lane in both directions on an eight mile segment of the SR-60. Replacement of the full time SR-60 HOV lane TCM with the part time SR-60 HOV lane TCM must follow the substitution process specified in the CAA section 176(c) as amended by SAFETEA-LU. The TCWG recommended that the project be further discussed by the TCWG Subgroup prior to final determination.

4.7 AQMP Update

Joe Cassmassi, AQMD, provided a presentation on the Draft 2007 Air Quality Management Plan (AQMP) for the South Coast Air Basin, including a summary of baseline and future year emission inventories and the preliminary control strategy. The focus of the 2007 AQMP for the South Coast is on the PM 2.5 and the eight-hour ozone standards. The deadline for submitting the State Implementation Plan (SIP) plan for the eight-hour ozone standard to U.S. EPA is June of 2007. While the PM2.5 SIP is due to U.S. EPA in April 2008, the PM2.5 SIP is being prepared on the same time schedule as the ozone SIP, and will be included as part of the June 2007 submittal. The Draft AQMP was released for public review in October 2006. Currently, the AQMD is undergoing a series of public outreach efforts at various locations throughout the region.

5.0 CHAIR'S REPORT

No new items to report.

6.0 INFORMATION SHARING

Mike Brady, Caltrans Headquarters, announced that the Statewide Conformity Working Group Teleconference would be taking place on December 6 at the Metropolitan Transportation Commission in Oakland. There were also additional teleconference sites, including SCAG.

7.0 ADJOURNMENT

The Honorable Jennifer Bergener, adjourned the meeting at 12:00 p.m.

The next Transportation Conformity Working Group meeting will be held on Tuesday, January 30, 2007 at the SCAG office in downtown Los Angeles.

4.5 REVIEW OF PM HOT SPOT INTERAGENCY REVIEW FORMS

RTIP ID# *(required)* SCAG203 in 2002 SCAG RTIP, approved on 10/4/02. Part of RIV050201 HBRR

Project Description *(clearly describe project)*

This is a non capacity increasing, 2-lane to 2-lane project.

The City of Murrieta proposes to replace the existing two-lane dip-crossing with a five-span, cast-in-place bridge structure that would carry one lane of traffic across the creek in each direction. The project location and plan are shown in Figures 1, 2, and 3, attached. The bridge and its approach roadways would provide a curb-to-curb width of 40 feet consisting of two 12-foot-wide lanes and two 8-foot-wide shoulders. The structure would include a 5-foot-wide sidewalk and barrier railing along one side and a barrier railing only along the other side; the total width of the bridge deck would be 47 feet and 9 inches.

Type of Project *(use Table 1 on instruction sheet)*

Roadway realignment - vertical

County	**Narrative Location/Route & Postmiles:**
Riverside	Ivy Street is a two-lane, asphalt-surfaced road that bisects the project site from the northeast to the southwest. The bridge would be located between New Clay Street and Hayes Avenue. No postmile designations on this roadway.
	Caltrans Projects – EA# 965100

Lead Agency: City of Murrieta

Contact Person	**Phone#**	**Fax#**	**Email**
Mick Bartholomew	951-461-6069	951-461-6089	MBartholomew@murrieta.org

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 x** **PM10**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

	Categorical Exclusion (NEPA)	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**
X					

Scheduled Date of Federal Action: June 2007

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2001	2002	May 2007	Oct. 2007
End	May 2007	June 2007	Oct. 2007	Oct, 2008

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

Within the project area, the Ivy Street bridge currently conveys one traffic lane in each direction across Murrieta Creek via a dip-crossing. Ivy Street currently carries an Average Daily Traffic (ADT) volume of 5,200 vehicles within a 60-foot right-of-way. The existing Ivy Street dip-crossing at Murrieta Creek is subject to frequent closure due to flooding. During the past 5 years, the crossing has been closed an average of 17.5 times per year. As such, the proposed project has been declared by the City Council as the highest priority crossing to be considered for bridge improvements to provide an all-weather crossing.

Given this need, the objectives of the proposed project are as follows:

- To improve the safety and operation of Ivy Street as a route that can convey traffic during all weather events;
- To reduce out-of-direction travel during flooding events by accommodating 100-year flood levels; and
- To accommodate future channelization of Murrieta Creek by the Army Corps of Engineers (ACOE).

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
The project site is in a semi-rural area on the outskirts of downtown Murrieta. Individual residences on large lots are located to the southwest and north of the project site. A maintenance facility owned by Western Municipal County Water District (WMWD) is immediately east of the project site. Other than these structures, the area surrounding the project site is characterized by sparsely vegetated, vacant land and scattered rural residences in the surrounding foothills.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

	LOS	AADT	% Trucks	No. Trucks	Truck AADT
Build		< 6,000 est	See notes below		
No Build	A	< 6,000			

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

	LOS	AADT	% Trucks	No. Trucks	Truck AADT
Build		<11,000 est	See notes below		
No Build					

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
The facility would not construct an interchange or intersections.
The existing AADT is approximately 5,200. There may be some growth in traffic by opening year, and the completion of the project may induce a small volume of additional trips by allowing use by vehicles during periods when the road would have been closed. Both volumes are estimated at less than 6,000 ADT. Ivy Street is not a common truck route; heavy truck use is estimated at less than 2 percent
RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
The facility would not construct an interchange or intersections.
No traffic study was performed or considered necessary for this project. With a conservative growth rate of 3% per year for 25 years, the AADT would be less than 11,000. Ivy Street is not a common truck route; heavy truck use is estimated at less than 2 percent

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
The proposed project would replace an dip-crossing that conveys traffic through Murrieta Creek with a bridge, to provide year-round access across the Creek. The project would not increase the number of through lanes. Other than allowing access across the Creek during floods, the project would not alter congestion or congestion relief.

Comments/Explanation/Details (attach additional sheets as necessary)

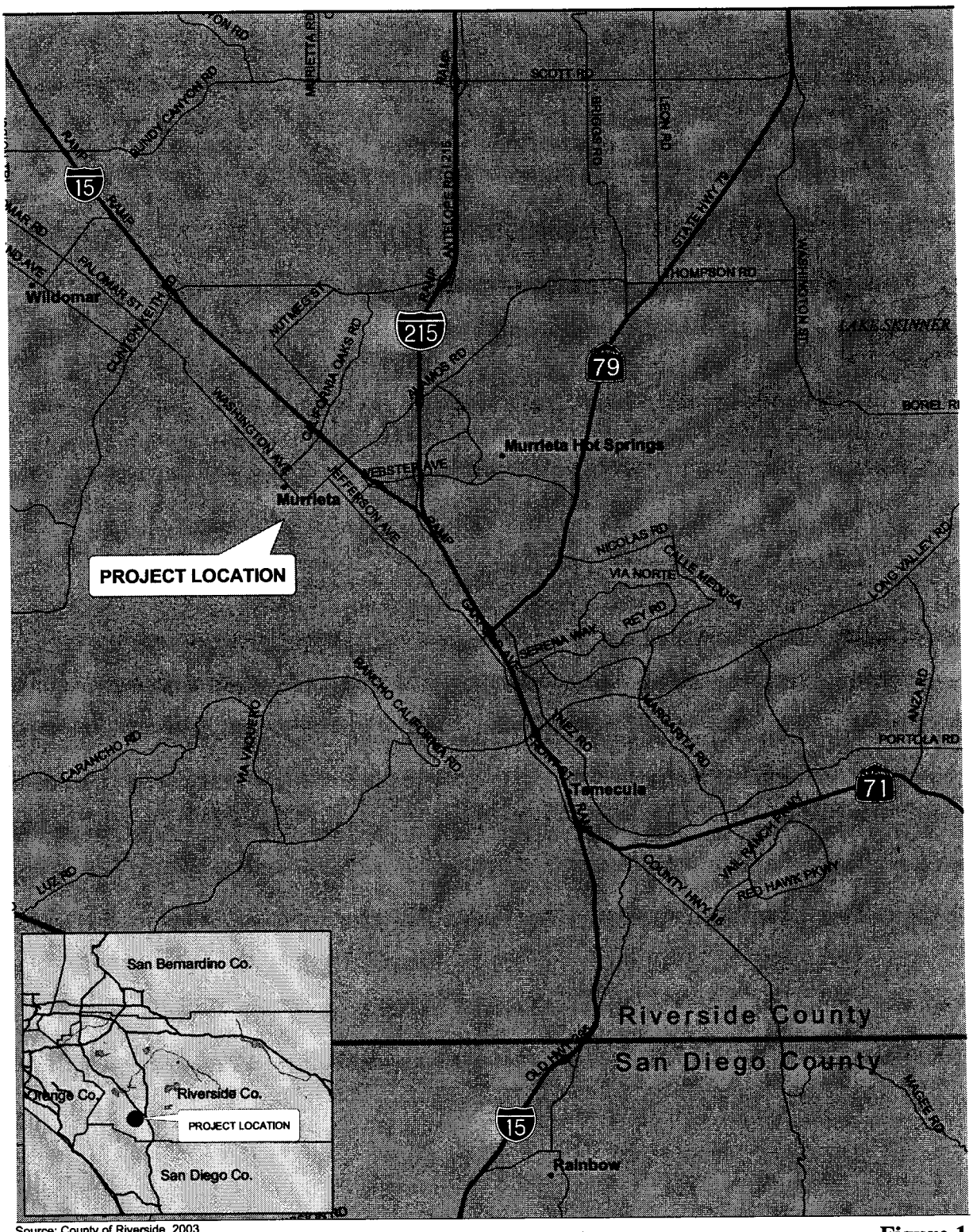
It is recommended that this project be designated as exempt from Transportation Conformity as allowed in 40 CFR 93.126, as a Safety project – Reconstructing bridges, with no additional travel lanes.

If not exempt, then it is believed that the proposed project is not a POAQC. This conclusion is based on the following reasons:

Anticipated traffic volumes of less than 11,000 AADT are well below the 140,000 to 150,000 AADT threshold suggested in the Interim Guidance Document.

Consistent with the low AADT and the function of the roadway, there would be very few diesel vehicles on the roadway.

The project will not be located in proximity to populated areas,



Source: County of Riverside, 2003

Figure 1
Regional Map

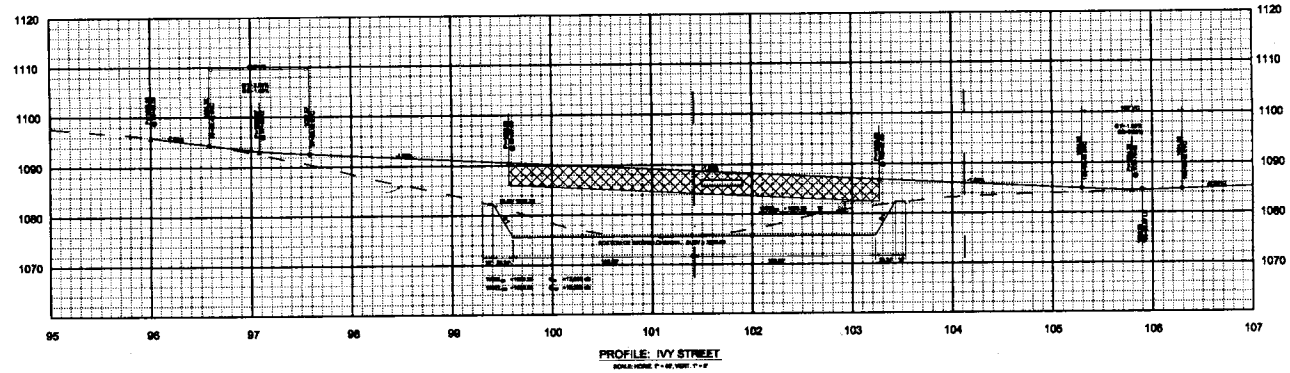
Source: County of Riverside, 2003

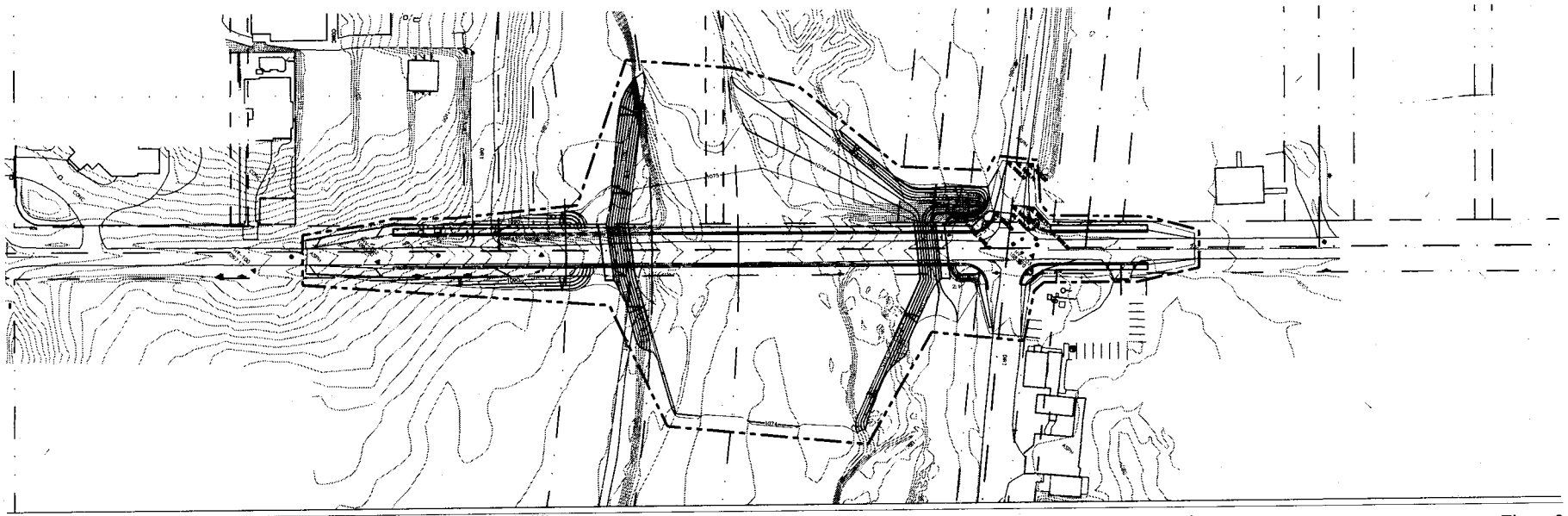
2000 0 2000 Feet

Scale: 1:24,000; 1 inch = 2,000 feet

Figure 2
Project Location Map

Ivy Street Bridge Replacement
P:\2001\1H152 Ivy St\6Graphics\FINAL\NEw Graphics from Jim\fig 1 pmapfinal.ai 1/8/07





Source: Rick Engineering Company, April 16, 2003; JSA 2000, with revision per EDAW, 2003; Jurisdictional Wetlands/Waters per Dudek, 2000

0 30 60 Meters

Figure 3
Plan and Section View of the Proposed Project

RTIP ID# *(required)* LA996425

Project Description *(clearly describe project)*
The project includes spot widening in four locations along Sepulveda Boulevard to install the following improvements: 1) right-turn pockets at Wilshire Boulevard, 2) turning pockets between Moraga Drive and Church Lane/Ovada Place, 3) southbound right-turn lane at the 405 Freeway southbound on-ramp (405 Freeway overpass north of Getty Center Drive), 4) bike lanes between Skirball Center Drive and Bel Air Crest Road, 5) northbound right-turn lane at Skirball Center Drive, 6) third southbound through lane on the approach to Skirball Center Drive, and 7) reversible lane in Sepulveda Boulevard tunnel at Mulholland Drive.

In general, Sepulveda Boulevard would be widened in four spot locations by up to 22 feet within the existing and proposed right-of-way. Proposed right-of-way acquisitions would require easements from Caltrans and the Metropolitan Water District of Southern California. Construction activities include, as necessary, removal and reconstruction of concrete curbs, gutters, and sidewalks; grading and excavation; new paving; new curb returns and ramps; re-striping; signage and utility relocations; new retaining walls (2); new rock fall fence; vegetation removal and new landscaping; new overhead signs at the tunnel approach for the reversible lane; and new and relocated street lights. The proposed reversible lane would operate in the northbound direction during the p.m. peak hour and in the southbound direction at all other times. The construction duration is one year from June 2007 to June 2008.

Type of Project *(use Table 1 on instruction sheet)*
Change to existing regionally significant street.

County	**Narrative Location/Route & Postmiles**
Los Angeles	Sepulveda Boulevard between Wilshire Boulevard and Mulholland Drive (6 miles) **Caltrans Projects – EA#** 07-4U2944L

Lead Agency: City of Los Angeles

Contact Person	**Phone#**	**Fax#**	**Email**
Lisa Ochsner	(213) 485-5755	(213) 847-0656	Lisa.Ochsner@lacity.org

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

	Categorical Exclusion (NEPA)	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**
X					

Scheduled Date of Federal Action:

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	12/05	12/05	03/06	06/07
End	12/06	12/06	02/07	06/08

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
Sepulveda Boulevard is a major arterial in the City of Los Angeles and a vital transportation corridor that is often used as an alternate to the I-405 Freeway. Sepulveda Boulevard and the I-405 Freeway are the only major links between the San Fernando Valley and West Los Angeles. The purpose of this project is to improve vehicular traffic flow on Sepulveda Boulevard by making improvements to critical spot locations along the corridor as well as improving bicycle access by installing bicycle facilities. This project is expected to alleviate peak hour congestion, reduce travel delays, and enhance safety for recreational and commuter bicyclists traveling through the corridor.

Currently, Sepulveda Boulevard experiences high traffic volumes especially in the peak periods. The Annual Average Daily Traffic (AADT) on Sepulveda Boulevard, projected to the 2008 opening year of this project, ranges from about 21,000 to 38,000 vehicles throughout the limits of this project and is expected to increase to 25,000 to 45,000 by the horizon year of 2030. Significant traffic delay occurs at certain locations along the corridor. For example, at the intersection of Sepulveda Boulevard and Skirball Center Drive, the total intersection delay per hour, for the A.M. peak hour, has been calculated to be 162 vehicle-hours in the year 2008, which will worsen to 322 vehicle-hours in the year 2030. This project will make improvements on Sepulveda Boulevard, which will reduce the delay to 125 vehicle-hours in the year 2030, thereby resulting in a delay savings of 198 vehicle-hours. Another example is at the intersection of Sepulveda Boulevard and Wilshire Boulevard, where 80 vehicle-hours of delay will be saved in the P.M. peak hour. This project will also improve the Level of Service (LOS) at critical signalized intersections.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
Land uses surrounding Sepulveda Boulevard include residential, commercial, institutional, public facilities, and open space. The majority of Sepulveda Boulevard extending north from the 405 Freeway overpass to Mulholland Drive is situated within a canyon that contains vast areas of open space, park land, and undeveloped land. Pockets of residential communities are located along the hilltops of the canyon to the west and east. Residences are also located north of Mulholland Drive. Other developments in the area include the Skirball Cultural Center and Milken Community High School near Skirball Center Drive. This portion of the corridor primarily serves gasoline-powered vehicles. At the 405 Freeway overpass and south to Wilshire Boulevard, Sepulveda Boulevard is situated in a more urbanized area that contains institutional, commercial, and residential land uses. This includes the Metropolitan Water District's Sepulveda Canyon Control Facility (water plant) at the 405 Freeway overpass, the Getty Center and Leo Baeck Temple at Getty Center Drive, residences and commercial buildings near Moraga Drive and Church Lane/Ovada Place, and the Los Angeles National Cemetery and commercial buildings at the Wilshire Boulevard intersection. Although this portion of the corridor is primarily utilized by gasoline-powered vehicles, commercial and institutional uses generate a minor percentage (less than 3%) of truck traffic from delivery trucks and other diesel-powered trucks.

Sepulveda Boulevard runs parallel to the 405 Freeway and is the only alternative route in the corridor when the freeway is heavily backed up. In this case, the majority of the traffic would be generated by gasoline-powered vehicles since heavy truck use on Sepulveda Boulevard is less than 400 AADT. Given the project involves turning lanes and operational improvements and has significantly less than 3% diesel truck traffic, the project is not considered a project of air quality concern.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Year 2008	No Build LOS		Build LOS		AADT	% Trucks	Truck AADT
	AM	PM	AM	PM			
Skirball Center Dr.	F	E	D	D	25,692	0.8	208
I-405 SB Ramps	B	B	B	B	28,493	0.6	180
Moraga Dr.	F	C	F	C	30,718	1.3	395
Church Ln./Ovada	E	F	D	F	38,045	0.7	251
Wilshire Blvd.	F	F	E	E	21,075	1.0	210

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Year 2030	No Build LOS		Build LOS		AADT	% Trucks	Truck AADT
	AM	PM	AM	PM			
Skirball Center Dr.	F	F	F	E	30,116	0.8	243
I-405 SB Ramps	D	C	D	C	33,400	0.6	210
Moraga Dr.	F	E	F	E	36,008	1.3	463
Church Ln./Ovada	F	F	F	F	44,597	0.7	294
Wilshire Blvd.	F	F	F	F	24,705	1.0	246

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
N/A

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
N/A

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
It is not anticipated that this project will cause major traffic redistribution; however, this segment of Sepulveda Boulevard is used as an alternate route to the I-405 Freeway. If a major backup occurs on the I-405, more vehicles will potentially use Sepulveda Boulevard instead of staying on the freeway.

Comments/Explanation/Details *(attach additional sheets as necessary)*

RTIP ID# *(required)* LA0B103

Project Description *(clearly describe project)*
The City of Santa Clarita proposes to construct a 1,100-foot-long, 6-lane bridge over the Santa Clara River, connecting Golden Valley Road to Newhall Ranch Road. The project location and extent are shown in the attached Figures 1, 2, and 3. The proposed typical section of the bridge would include a six-lane roadway with a 14-foot median island and pedestrian and bicycle lanes. Generally, the total curb-to-curb width would be approximately 90 feet with a total right-of-way width of approximately 120 feet. Construction is anticipated to take 12 months and would commence in fall 2007.

Type of Project *(use Table 1 on instruction sheet)*
New regionally significant street

County	**Narrative Location/Route & Postmiles:**
Los Angeles	The Golden Valley Road Bridge would connect to Newhall Ranch Road, located northwest of the project site, and Golden Valley Road, south of the project site. Newhall Ranch Road is currently under construction by others and is not part of the proposed project. At its southern extent, the project would connect to the Golden Valley Road/Soledad Canyon Road interchange, which has recently been completed. **Caltrans Projects – EA#** 932589

Lead Agency: City of Santa Clarita

Contact Person	**Phone#**	**Fax#**	**Email**
Hoon Hahn	661- 255-4953	661-259-8125	HHAHN@santa-clarita.com

Hot Spot Pollutant of Concern *(Check one or both)* PM2.5 x PM10 PM10 conformity determination was initiated prior to the March 2006 Final Rule, therefore, the Interagency Consultation is not applicable to PM10.

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)		**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**
	x				

Scheduled Date of Federal Action: April 2007

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2003	2005	April 2007	Aug. 2007
End	April 2007	Jul. 2007	Sept. 2007	Aug. 2008

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The purpose of the project is to provide a second east-west connection across the Santa Clarita Valley.

The trend of past growth in Santa Clarita is anticipated to continue into the foreseeable future. According to the California Department of Finance's Demographic Research Unit, the current population of Santa Clarita is 167,412 residents. The Southern California Association of Governments (SCAG) projects that the population will increase to 231,846 by 2030. The number of households is likewise anticipated to increase from 50,887 in 2004 to 82,806 by 2030, an average annual growth rate of 2.09 percent. This compares to average annual growth rates for the County of Los Angeles and SCAG region as a whole of 1.04 and 1.40 percent, respectively (SCAG 2004).

Given the past and anticipated future growth in population and employment, intraregional traffic, interregional traffic, and commuter traffic are also projected to increase. Current traffic demand in the project area meets or exceeds roadway capacity for many of the arterial roadways. Traffic demand is anticipated to increase over the next few years. Under the "No Action" alternative, levels of service (LOS) at a number of intersections would be expected to deteriorate to unacceptable LOS in the long term.

(continued on attached pages)

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
The project site is currently undeveloped, and is zoned Residential Moderate (RM) and Industrial Commercial (IC). Existing surrounding land uses include open space, a mobile home park. The nearest existing residential receptor is more than 1,000 feet from the project site. The nearest commercial receptor is approximately 500 feet away.

Future land uses along Newhall Ranch Road and Golden Valley Road north of Newhall Ranch Road would be extensive residential development, with an anticipated low percentage of diesel vehicle trips generated. The nearest anticipated future residential receptor would be approximately 800 feet away.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

	LOS	AADT	% Trucks	No. Trucks	Truck AADT
Build	A	20,000	5% all/ 3% ≥ 3 axle		1,150 all/ 670 diesel
No Build	n/a	0	0	0	0

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

	LOS	AADT	% Trucks	No. Trucks	Truck AADT
Build	C - D	40,000 or 46,000	5% all/ 3% ≥ 3 axle		2,300 all/ 1,380 diesel
No Build	n/a	0	0	0	0

See notes below

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
The facility would not construct an interchange or intersections.

A traffic analysis was not made for opening year. Data shown is estimated at 50 percent of horizon year volumes. Opening of the bridge would precede most of the residential development that will occur on the lands north and south of Newhall Ranch Road.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
The facility would not construct an interchange or intersections.

Horizon year traffic volumes of 40,000 AADT or 46,000 AADT are based on two scenarios analyzed in the project traffic report (Katz, Okitsu 2004); the two scenarios are with and without Santa Clarita Parkway. The planned developments adjacent to Newhall Ranch Road, west of the Golden Valley Road Bridge would be principally residential and residential-serving commercial. Thus, the traffic generated by these developments would have a relatively small percentage of trucks, and would be the dominant source of traffic at the proposed bridge. A secondary source of traffic would be east-west traffic between I-5/SR 126 and SR 14, where drivers choose this new route, rather than Soledad Canyon Road.

Truck AADT data for Soledad Canyon Road is not available. Truck AADT for SR 14 east of the project site is approximately 5 percent of the total AADT. Approximately 40 percent of the SR 14 trucks are 2-axle trucks, which are not likely to be diesel engine driven. Therefore 60 percent of the truck AADT, or 3 percent of the total AADT on SR 14 may be assumed to be diesel trucks.

Although the truck percentage on Newhall Canyon Road and the Golden Valley Road Bridge is likely to be much less than on SR 14, the SR 14 data is taken as a conservative estimate. Therefore, if the AADT for the proposed Golden Valley Road Bridge is 46,000, and 5 percent of the AADT is trucks, then the truck AADT would be 2,300. Further if 60 percent of the trucks are diesel trucks, then the diesel truck AADT would be 1,380.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
The proposed project would alleviate congestion currently experienced along nearby regional roads, including Soledad Canyon Road and Bouquet Canyon Road. The project would be a component of the Cross Valley Connector, a project of the City of Santa Clarita to improve regional, cross-valley travel between Interstate 5 to the west and State Route 14 to the east. As such, other arterial roads within the City would benefit from the proposed project.

Comments/Explanation/Details *(attach additional sheets as necessary)*
It is believed that the proposed project is not a POAQC. This conclusion is based on the following reasons:

As described above, the project is part of the Cross Valley Connector. A primary purpose of the Cross Valley Connector is to relieve congested roadways.

Anticipated maximum traffic volumes of 40,000 to 46,000 AADT are well below the 125,000 AADT threshold suggested in the Interim Guidance Document.

Diesel traffic would be less than 10,000 AADT.

The project would not serve land uses that generate diesel truck trips.

The project would serve primarily gasoline-powered vehicles.

The project will not be located in proximity to populated areas.

The project: does not increase diesel traffic by more than 3% - 5%.

Golden Valley Road Bridge
Purpose and Need Statement (cont.)

The Golden Valley Road Bridge Project is needed to complete a critical segment of the Cross Valley Connector (CVC) Project, which is included in the Santa Clarita General Plan Circulation Element. The CVC is planned to be an arterial east-west route through the Santa Clarita Valley that would increase regional capacity by connecting Interstate 5 (I-5)/State Route 126 (SR 126) in the west to State Route 14 (SR 14) in the east. It is planned to improve patterns of circulation, movement of people and goods, and access control in the area. It would also have an important role in helping to relieve congestion and accommodate the rate of population and employment growth being experienced in the Valley.

The CVC would not be the sole east-west route between I-5/SR 126 and SR 14. San Fernando Road and Soledad Canyon Road are two existing routes providing connection across the I-5/SR 126 and SR 14 "V". Thus, the Golden Valley Road bridge would help alleviate traffic congestion along Soledad Canyon Road and Bouquet Canyon Road by providing an alternative east-west route through Santa Clarita, eliminating out-of-direction travel and improving interregional travel through increased east-west mobility.

The primary purpose of the proposed project is:

- to provide an additional east-west transportation corridor across the Santa Clara River as specified in the City's General Plan;
- to complete an essential portion of the CVC Project;
- to complete an east-west route across the Santa Clarita Valley;
- to connect I-5 and SR 126 in the west to SR 14 in the east;
- to alleviate traffic congestion along Soledad Canyon Road and Bouquet Canyon Road;
- to eliminate out-of-direction travel and improve interregional travel by improving east-west mobility;
- to improve local access to commercial and industrial areas within Santa Clarita;
- to improve local air quality; and
- to construct a roadway that would minimize environmental hazards.

RTIP ID# 2587

Project Description *(clearly describe project)*
This project proposes to add an additional auxiliary lane from PCH to Camino de Estrella to convert the existing one-lane southbound off-ramp to a two-lane off-ramp. A second auxiliary lane will taper at approximately 1640 ft from the gore point to provide additional weaving length with the mainline. An exclusive left turn lane of the southbound off-ramp will be added at its terminus to increase the ramp storage capacity and further preventing a queue buildup at the mainline. In addition, the south side of the existing overcrossing structure will be widened to accommodate two additional lanes (one additional left turn lane from westbound Camino de Estrella to the southbound I-5 on-ramp, one additional eastbound Camino de Estrella thru lane). This proposed alternative would improve the operation to both the Camino De Estrella southbound off-ramp and the overcrossing traffic.

Type of Project *(use Table 1 on instruction sheet)*
Change to existing highway

County	**Narrative Location/Route & Postmiles** 5.6-6.6
Orange	**Caltrans Projects – EA#** 0F060

Lead Agency: California Department of Transportation

Contact Person	**Phone#**	**Fax#**	**Email**
Ahmed Abou-Abdou	949-724-2768	949-724-2591	Ahmed_Abou-Abdou@dot.ca.gov

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

	Categorical Exclusion (NEPA)	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**
X					

Scheduled Date of Federal Action:

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	July 2006	July 2007	July 2007	August 2009
End	July 2007	August 2009	November 2008	May 2011

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
Based on the findings by District12 Traffic Operations Branch, there is a need to increase the storage capacity on the southbound off-ramp. Currently, the off-ramp left turn movement to eastbound Camino de Estrella experiences severe delay and the whole southbound intersection is operating at Level Of Service (LOS) F. The total traffic volume exiting the southbound off-ramp during the PM peak hours is 1553 vph based on the 2001 counts. According to Section 504.3.5 of the Highway Design Manual, a single lane off-ramp has a capacity of 1500 vph. The 2025 traffic volumes within the interchange are projected to increase by 25% of the existing traffic volumes. The purpose of the project is to alleviate the traffic delay by adding a third left turn lane to the southbound off-ramp at the ramp terminal and widen the ramp to a two-lane off-ramp to enhance the storage capacity. Widening the ramp terminal and adding lanes to the Camino de Estrella overcrossing would relieve the congestion and improve the overall operation of the intersection.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
The area along the stretch of I-5 between Camino de Estrella and PCH within the city of Dana Point contains mainly residential uses, predominantly single-family residential homes, with an elementary school located to the west of I-5, and a church located to the east of I-5.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

No Build LOS is F, Build LOS is B

2012 AADT= 19,425

%Trucks = 4.25

AADT Trucks = 825

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

No Build Year 2025 LOS is F, Build Year 2025 LOS is C

2025 AADT = 22,112

% Trucks = 4.5%

AADT Trucks = 995

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Build	No Build
AADT= 41,600	**AADT= 41,600**
% Trucks = 2%	**% Trucks = 2%**
AADT Trucks = 830	**AADT Trucks = 830**

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Build	No Build
AADT = 46,700	AADT = 46,700
% Trucks = 2%	% Trucks = 2%
AADT Trucks = 930	AADT Trucks = 930

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
This project will not have significant potential traffic redistribution factors. The project would relieve the congestion at the I-5 mainline divergence point to the southbound off-ramp as well as at the ramp intersection with Camino de Estrella. Therefore, it is expected that the project would not have adverse impacts on other facilities.

Comments/Explanation/Details *(attach additional sheets as necessary)*